

Tow point	Position	Load		
		Magnitude	No.	Direction
	Swiveled 45° from forward	0.15W	9	Forward, in plane of wheel.
			10	Aft, in plane of wheel.
	Swiveled 45° from aft	0.15W	11	Forward, in plane of wheel.
			12	Aft, in plane of wheel.

[Amdt. 23–14, 38 FR 31821, Nov. 19, 1973]

§ 23.511 Ground load; unsymmetrical loads on multiple-wheel units.

(a) *Pivoting loads.* The airplane is assumed to pivot about on side of the main gear with—

(1) The brakes on the pivoting unit locked; and

(2) Loads corresponding to a limit vertical load factor of 1, and coefficient of friction of 0.8 applied to the main gear and its supporting structure.

(b) *Unequal tire loads.* The loads established under §§ 23.471 through 23.483 must be applied in turn, in a 60/40 percent distribution, to the dual wheels and tires in each dual wheel landing gear unit.

(c) *Deflated tire loads.* For the deflated tire condition—

(1) 60 percent of the loads established under §§ 23.471 through 23.483 must be applied in turn to each wheel in a landing gear unit; and

(2) 60 percent of the limit drag and side loads, and 100 percent of the limit vertical load established under §§ 23.485 and 23.493 or lesser vertical load obtained under paragraph (c)(1) of this section, must be applied in turn to each wheel in the dual wheel landing gear unit.

[Amdt. 23–7, 34 FR 13090, Aug. 13, 1969]

WATER LOADS

§ 23.521 Water load conditions.

(a) The structure of seaplanes and amphibians must be designed for water loads developed during takeoff and landing with the seaplane in any attitude likely to occur in normal operation at appropriate forward and sinking velocities under the most severe sea conditions likely to be encountered.

(b) Unless the applicant makes a rational analysis of the water loads, §§ 23.523 through 23.537 apply.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23–45, 58 FR 42160, Aug. 6, 1993; Amdt. 23–48, 61 FR 5147, Feb. 9, 1996]

§ 23.523 Design weights and center of gravity positions.

(a) *Design weights.* The water load requirements must be met at each operating weight up to the design landing weight except that, for the takeoff condition prescribed in § 23.531, the design water takeoff weight (the maximum weight for water taxi and takeoff run) must be used.

(b) *Center of gravity positions.* The critical centers of gravity within the limits for which certification is requested must be considered to reach maximum design loads for each part of the seaplane structure.

[Doc. No. 26269, 58 FR 42160, Aug. 6, 1993]

§ 23.525 Application of loads.

(a) Unless otherwise prescribed, the seaplane as a whole is assumed to be subjected to the loads corresponding to the load factors specified in § 23.527.

(b) In applying the loads resulting from the load factors prescribed in § 23.527, the loads may be distributed over the hull or main float bottom (in order to avoid excessive local shear loads and bending moments at the location of water load application) using pressures not less than those prescribed in § 23.533(c).

(c) For twin float seaplanes, each float must be treated as an equivalent hull on a fictitious seaplane with a weight equal to one-half the weight of the twin float seaplane.

(d) Except in the takeoff condition of § 23.531, the aerodynamic lift on the